

Lusitania Sank Within Half Hour After Being Torpedoed; The Loss of Life May Reach Hundreds, Large Number Saved

CUNARD OCEAN LINER WAS HIT WITHOUT WARNING; STRUCK BY TWO TORPEDOES AND TERRIFIC EXPLOSIONS FOLLOWED

Reports from London Lack in Definite Information About Number of Lives Lost—First Officer Believes Between 900 and 1,400 Perished—More Than 200 Americans Among Dead, is Report.

TOTAL LOSS OF LIFE MAY EXCEED 1,000

Bulletin, New York, May 8.—More than 200 Americans are among the dead in the Lusitania disaster, according to a London cable to the Tribune, whose correspondent places the total loss of life at from 900 to 1,400, the latter estimate by First Officer Jones. It is supposed there were 400 Americans on board.

London, May 8.—The Cunard liner Lusitania, which sailed out of New York last Saturday with more than 2,000 souls aboard, lies at the bottom of the ocean off the Irish coast. She was sunk by a German submarine, which sent two torpedoes crashing into her side, while the passengers, seemingly confident that the great swift vessel could elude the German under-water craft, were having luncheon.

How many of the Lusitania's passengers and crew were rescued cannot be told at present, but the official statements from the British Admiralty up to midnight accounted for not more than 500 or 600.

A ship's steward, who landed with others at Queenstown, gave it as his opinion that 900 persons were lost.

There were dead and wounded among those brought ashore; some since have died, but not a name of rescued or lost of dead or injured, has yet been listed.

The Lusitania was steaming along about ten miles off Old Head, Kinsale, on the last leg of her voyage to Liverpool, when about two o'clock in the afternoon a submarine suddenly appeared, and so far as all reports go, fired two torpedoes without warning at the steamer. One struck her near the bows, and the other in the engine room. The powerful agents of destruction tore through the vessel's side, causing terrific explosions. Almost immediately great volumes of water poured through the openings and the Lusitania listed.

Boats, which were already swung out on the davits, were dropped overboard, and were speedily filled with passengers who had been appalled by the desperate attack. A wireless call for help was sent out, and immediately rescue boats of all kinds were sent out, both from the neighboring points along the coast and Queenstown.

But within fifteen minutes, as one survivor estimated, and certainly within half an hour, the Lusitania had disappeared.

Where Great Britain's fastest merchant vessel went down—Old Head, Kinsale—is a landmark that has brought joy to many travellers, and it has always stood as the sign from shore that the perils of the voyage across the Atlantic were at an end. The line whose boast has been that it has never lost a passenger in the Atlantic service, has now lost the ship that dodged the lurking enemy off Nantucket Light the day after war was declared and later startled the world by flying the Stars and Stripes.

The first definite announcement regarding survivors came after nine p.m. in a message from Liverpool which was immediately made public. It read:

"The Admiralty have a message from Queenstown saying between 500 and 600 landed at Queenstown, including many hospital cases, some of whom have died. Also number landed Kinsale."

(Signed) CUNARD.

Among those for whom anxious inquiries were made at the Cunard Line's office tonight was Dr. T. Houghton, said by the officials of the company to be the son of a former supreme court justice. Mr. Houghton was on his way to Belgium to take charge of the war hospital at Lapenna. He went as the representative of Mme. Adepage, head of the Belgian Relief Fund in this country. Dr. Houghton had a premonition of disaster and persuaded her to allow him to go in her stead. Before embarking he made his will. Dr. Houghton is a resident of Troy, N. Y.

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CANADIANS ON ILL-FATED LUSITANIA

Toronto, May 8.—With 75 of her citizens on board the Lusitania, Toronto was profoundly shocked yesterday when the news came that the big liner had been torpedoed.

Mrs. G. Sterling Ryerson, wife of Col. Ryerson, now in France with the Canadians, and her daughter, Miss Laura Ryerson, were passengers. Mrs. Ryerson was hurrying to the bedside of her son, Lieut. Arthur Ryerson, who was wounded at the battle of Langemarck.

Frank Rogers, of the Robt. Simpson Company, was on his honeymoon trip. He was married the day before the liner sailed from New York.

Miss Dorothy Braithwaite, daughter of the assistant general manager of the Bank of Montreal, was on her way to her sister, whose husband, Capt. Drummond, of Montreal, was killed in the battle of Langemarck.

Mrs. Josephine Burnside, daughter of the late Timothy Eaton, with her daughter, Miss Iris Burnside, were also on the boat.

Anxiety in Montreal
Montreal, May 8.—Grave anxiety is felt by relatives and friends of at least twenty-seven Montrealers known to have been passengers on the Lusitania.

Lady Allan, with her daughters, the Misses Gwendoline and Anna were going to England to join Miss Martha Allan, who is doing nursing work.

Miss Dorothy Braithwaite was going to visit her sister, Mrs. Guy Drummond, whose husband was recently killed in the battle of Langemarck.

Mrs. G. W. Stephens was en route to see her son, Lieut. F. C. Stephens, who is in hospital in England suffering from rheumatism developed in the trenches. Lieut. Stephens' two children accompanied her.

A well known Montreal business man, F. Orr Lewis, Canadian representative of Vickers Son & Maxim, was aboard bound on a business trip to England.

Master Robert Holt, son of Sir Herbert Holt, was bound to join his mother who is spending the summer in the Old Country.

London, May 7.—The Cunard Line has received a message saying that a motor boat towing two boats containing fifty passengers and two tugs with passengers are passing Kinsale. A majority of the rescue boats are proceeding to Queenstown.

NOT SUFFICIENT NUMBER OF CRUISERS SAYS BERESFORD

London, May 8.—Admiral Lord Charles Beresford, asked for an expression of opinion regarding the sinking of the Lusitania, said he thought it was due to a shortage of cruisers to protect the trade routes.

This had been his opinion, he added, for years.

LITTLE CHANGE OF ELECTION IN NEAR FUTURE

Sir Robert Borden leaves capital for brief trip to Gatineau Hills district.

Special to The Standard.

Ottawa, May 7.—A brief despatch to the evening papers from the town of Buckingham on the C. P. R. Ottawa-Montreal North Shore line revealed the whereabouts of Sir Robert Borden, who slipped out of town quietly yesterday afternoon on a fishing expedition. The despatch stated that the prime minister had passed through Buckingham en route to Echo Bay, one of the best known fishing resorts in the Gatineau hills districts.

Sir Robert, who had been confined to his house since early in the week, went away very quietly and at noon today it was not admitted at his office that he was out of the capital. Later on it was announced that Sir Robert would be away from the capital for a few days and that, during his absence, Sir Geo. Foster would be acting prime minister. Sir Robert Borden has been working exceptionally hard for several months and is simply in need of a rest.

Meanwhile, the probability of an election in the immediate future becomes more remote. Even while the question was under consideration developments at the front were of such a nature that members of the government who had advocated an immediate appeal to the people hesitated to support an election at a time when grief and anxiety had invaded so many homes. The Premier's health, too, was a consideration that prompted delay. He is a rugged man, Sir Robert, but his service to the country since last August has been so unrelaxing that some convenient source of relaxation became necessary.

An election on the top of eighteen hours' work a day for many days dur-

SECOND EDITION

Bulletin—London, May 8.—(4.54 a. m.)—A Dublin despatch to the Exchange Telegraph Company says that the latest reports indicate a loss of life on the Lusitania as about 1,000.

CAPTAIN SAVED
Bulletin—London, May 8.—(4.29 a. m.)—Captain Turner of the Lusitania was among the saved.

Bulletin—London, May 8.—(4.06 a. m.)—The Central News says that the number of the Lusitania's passengers who died of injuries while being taken to Queenstown will reach 100.

Bulletin—Washington, May 8.—A despatch to the State Department early today from United States Consul Frost at Queenstown, stated that the total number of survivors of the Lusitania was about 700.

ONLY 650 SAVED.
Bulletin—Queenstown, May 8.—(4.28 a. m.)—Survivors of the Lusitania who have arrived here estimate that only about 650 of those aboard the steamer were saved.

Only a small proportion of these rescued were saloon passengers.

ALFRED GWYNNE VANDERBILT REPORTED DROWNED

Bulletin—London, May 8.—The Times Queenstown correspondent says that some of the survivors who have arrived there, report that Alfred Gwynne Vanderbilt was drowned.

WAS TORPEDOED NEAR ENTRANCE TO ST. GEORGE'S CHANNEL

Kinsale, off which the Lusitania was torpedoed, is a seaport of Ireland, 13 miles southwest of Cork. It lies near the entrance of St. George Channel between Ireland and England, through which transatlantic vessels pass on their way to Liverpool.

THE JAPANESE PREPARING FOR WAR WITH CHINA

Tokio, May 7.—Pending the receipt of China's reply to Japan's ultimatum, military and naval preparations are being pushed vigorously. Five transports loaded with troops have sailed from Hiroshima in the direction of China and numerous warships have left for secret destinations.

NEW BRUNSWICK MAN WOUNDED

Sapper Clay Williston, formerly of the 73rd Regiment, a member of the Princess Patricia's Regiment, is the only New Brunswick man included in the list of casualties which came through this morning. His home is given as Bay Du Vin, N. B.

MOST SERIOUS SITUATION U.S. HAS FACED SINCE WAR BEGAN

Washington Shocked at News of Disaster — President Wilson and Secretary Bryan at White House Until Late Hour Awaiting News — No Hasty Action, View Officials Take.

Washington, May 7.—Destruction of the British liner Lusitania with the loss of many lives shocked officials of the United States government and spread profound grief in the national capital.

Although it was not known how many, if any, of those lost were Americans, the view was general that the most serious situation confronted the American government since the outbreak of the war in Europe.

The warning of the United States that Germany would be held to a "strict accountability" for the loss of "American lives," irrespective of whether they were aboard belligerent or neutral vessels when attacked, focused attention on the White House, where President Wilson until late in the night read the despatches with grave interest. The president made no comment.

BETWEEN FIVE AND SIX HUNDRED SURVIVORS LANDED AT QUEENSTOWN

Queenstown, May 8, 12.44 a. m.—Some dead and injured from the Lusitania are being brought ashore with survivors.

Say Between Five and Six Hundred Landed at Queenstown.
Bulletin—New York, May 7.—The Cunard Company tonight announced that at 8.23 o'clock p. m., they received the following message from Liverpool:

"The Admiralty have had a message from Queenstown saying between 500 and 600 landed at Queenstown, including many hospital cases, some of whom have died. Also number landed Kinsale."

(Signed) "CUNARD."
More Survivors Landed at Queenstown.

Bulletin—New York, May 7.—The Cunard S. S. Company at 9.45 p. m. received the following message from Liverpool:

"Queenstown wires Stormok landing about 160 passengers and crew. It reported by the Admiralty that trawlers Dock and Indian Empire have about 200. Tug Flying Fish about 100. Three torpedo boats, 45, and four dead. Those landed, we are putting up at different hotels and boarding houses, but we cannot give a list of the survivors before morning as passengers are in such a state that their immediate wants must be our first consideration."

GEN. HUGHES SPEAKS ON THE WAR SITUATION

Use of Poisonous Gases and Other Illegal Methods Signs of Weakness — Allies Will Follow Up With Offensive Which Will Be Irresistable.

Special to The Standard.
Ottawa, May 7.—Major General Hughes when asked tonight to express an opinion as to the inner meaning of the recent actions of the Germans in using poisonous gases and adopting other methods of warfare not recognized by civilized nations, said that he fully agreed with the opinion expressed by British authorities that those things denoted weakness rather than strength on the part of the enemy.

The sinking of the Lusitania as well as the use of poisonous gases, he said, indicated that the German cause was in the preliminary stages of collapse.

The use of poisonous gas General Hughes described as a method of warfare which goes beyond the days of savagery. Another indication of inherent German weakness in the opinion of General Hughes is to be found in the sending to the front of fresh troops trained during the late winter months.

The Allies have not been under the necessity of using raw recruits, and General Hughes believes that later on they will be able to follow up a vigorous and successful defensive by an offensive movement which will be irresistible.

LUSITANIA WAS ONE OF THE LARGEST AS WELL AS SPEEDIEST STEAMERS AFLOAT

The Lusitania was one of the largest of transatlantic liners, as well as one of the speediest. She was built in Glasgow in 1906. She was 785 feet long, 88 feet beam and 60 feet deep. Her gross tonnage was 32,500 and her net tonnage 9,145. She was owned by the Cunard Steamship Company, Limited, of Liverpool. Her captain was W. T. Turner.